## THE PAYMENT QUESTION.

A SPIRIT OF CONCESSION SHOWN.

MEARING AN AGREEMENT ON RAPID TRANSIT

-MR. GOULD'S PROPOSITION. George J. Gould, president of the Manhattan Rallway Company, promised the Rapid Transit Commis-sion yesterday afternoon that he would do all in his power to bring the Manhattan Board of Directors to an amicable understanding with the Commission on question of compensation for the valuable privioffered to the company by the Commission. Gould did not promise that the Manhattan dibut he said that he would recommend to the board that it increase the percentage of the net receipts offered last week by the Manhattan Company. The result of the meeting of the Rapid Transit Commis-sion yesterday showed plainly that the Commissioners and the Manhattan directors were near an under standing on the question of compensation. This is practically the only question on which the Commis-

oners and the Manhattan people differ. The meeting vesterday was held in William Stelpthemselves met first in executive session at noon. Mr. Gould and Julien T. Davies, of counsel for the at 12:30 o'clock. At 1 o'clock the Commissioners took luncheon on the invitation of Mr. Steinway, who was mable to go to his dining-room. Mr. Gould and Mr. Davies lanched with the Commissioners.

Mr. Steinway called the public meeting of the Com sion to order shortly after 2 o'clock. He asked there was any communication from Controller Myers on the question of compensation. Edward Henriques, of the Finance Department, answered that be had a communication from the Controller, who was mable to be present. Mr. Henriques read the letter. which was in part as follows:

which was in part as follows:

In accordance with your invitation of the 13th list., I beg to transmit the following objections to the counter-propositions made by the Manhattan Railway in reply to your resolutions of April 12th:

The first offer of the Manhattan Company, namely, to pay "5 per cent upon the net income from passinger traffic of the new lines of railway other than the third track," should not be considered for an instant by your honorable body. In the first place, it assumes that the grant of the privileges for the third tracks privileges which the company has for years been endeavoring to obtain—is of no value; and that assumption, against which I have argued in my former communications to year board, has acready been discredited and negatived by the conclusions which you have reached, and which form the very basis of your resolutions of the 12th ult. In the second place, this offer, even if it were unobjectionable in other respects, would immediately lead to exactly the same litigation as that which the city is now engoged in with the Manhattan Railway Company—that confaction having offered the annual payment of an insignificant sum in settlement of an account which is believed to amount to considerably over \$100,000 per annum.

The second, or alternative offer, is, if anything, less

The second or alternative offer, is, if anything, less advantageous to the city, as the most superficial analysis will show. That proposition is that the Manhattan Company should pay to the city "3 per cent of the net receipts of its entire system—meaning thereby the gross receipts, less operating expenses, which shall incinde expenditures remaining the year to keep the road and equipment in safe and workable condition, taxes and interest on funded debt." Or, in other words, moneys applicable to dividends.

port of the Railway Commission for 1891, showing hat the compensation to the city by the second pian could have been only \$74,807 50 in that year. The

that the compensation to the city by the second pian would have been only \$74,807.53 in that year. The letter continues:

The plan of compensation as fixed by your resolutions of April 12 would have produced \$210,554 for the year 1801, and those resolutions were most liberal to the Manhattan Company. When that coporation claims that the right to build the third track extensions (which, as above stated, it has been seeking for years to control) is of no value, it is because the city has put a price upon them and the road is simply acting the part of a shrewd purchaser. That they are for value, hewever of very goat velue to the Naohattan Railway Company—is a self-exident proposition. And fi. like any other axiom, that fact asiould be impossible of exact demonstration. I nevertheless venture to say that its truth is limitionsly clear to the common sense of the hambdest taxjayer on Manhattan Island. It is, of course, to be regretted that a corporation which probably earns annually nearly one-quarter of its entire actual cost of construction by reason of the transfilmary public privileges which it enjoys, small seek to abuse the advantages of its present position by dictaring a surrender of the public interest as a condition precedent to its undertaking to relieve the people's necessity. Likewise, I may say that, having in view the argent nature of those needs, it is certainly not my purpose, in endeavoring to protect the fannelal welfare of the city, to take any stand that will operate as a learner to the speedy solution of the problem of Rapid Transit. I cannot believe, however, that the only solvation of the travelling public lies with the Manhattan Railway Company. If that were so, there might, injaced, he no way to avoid the humiliating spectacle of this city's humbly begging that corporation to accept as a gilt the grant of franchise privileges of enermons value. For a contraction that firmness is all that is requisite in dealing with the mathet, and the service of a minimum annual income of at least \$200,000

When Mr. Henriques had finished the reading, Mr elnway wanted to take up the Manhattan Company's

answer section by section, but Mr. Gould said that it would not be necessary, as the Manhatlan Company and the Commissioners differed only on the question of compensation and the proposed extension to the city limits. Mr. Steinway admitted that compensation was the all-important question. Mr. Gould and Mr. Davies said that they did not agree with all that the Controller had said. This remark surprised no one and troller had said. Mr. Gould and his counsel did not go into particulars. They did not seen auxious to discuss the Controller's letter. Mr. Gould, however, again said that he did not believe the third track to be a valuable concession. It would only relieve the through passenger traffic, which was not profitable. Nearly an hour had been spent in discussion in a general way, when Mr. Jeman said.

which was not profitable. Nearly an hour had been spent in discussion in a general way, when Mr. Imman said:

"Well, the only proposition as to compensation that we have before us, Mr. Gould, is that presented by you last week. The discussion of your 3 per cent proposition is simply a waste of valuable time. It would be better to go right on under the present law than to accede to your 3 per cent proposition." Mr. Bushe asked Mr. Davies if he considered \$100,000 a year to be fair compensation to the city.

"That is not a fair question," Mr. Davies replied. "However, as you have asked me. I will say that I believe that the city ought not to require any compensation company is being asked to expend such ecromons sums of money on improvements for the benefit of the city."

Mr. Inman said that the Manhattan Company could get along without the Manhattan Company would be obliged to borrow money. This made Mr. Inman langh. After a pause Mr. Inman said: "I guess your stockholders will tale care of you on that point."

Finally Mr. Stelnway asked Mr. Starin if he had enviling to say. "I haven't leaned arathing," Mr.

nt."

Finally Mr. Steinway noked Mr. Starin if he had being to say, "I haven't learned grathing." Mr. rin replied, "that has caused me to change my at as to the 5 per cent requirement first suggested.

"Would you be willing to deduct the Pricess on the funded debt in arriving at the set receipts?" Mr. Steinway asked.

"No," answered Mr. Sterin.

The discussion was conti med in a desultory fashion for some time. Mr. Steinway finally said that he thought that the Manhattan Company ought to be inflowed to deduct the interest on its funded debt in arriving at its net receipts. It was understood that arriving at its net receipts. It was understood that arriving at its net receipts. It was understood that arriving at its net receipts. It was understood that arriving at its net receipts. It was understood that arriving at the interest on the funded debt was not to exceed at a rew time \$2,000,000. Mr. Steinway, Mr. Inman and Mr. Spencer sold the, would scree to this if the Manhattan Company would pay 5 p reen! of it recipts without deducting futerest of the net receipts without deducting interest on the interest on the city limits. Mr. Gould said that he was decidedly opposed to building to the city limits within any definite time. The commissioners showed that they were disposed to make any reasonable concession as to time. As to compensation, Mr. Gould said finally:

"I am willing to recommend to my board to accept an offer from you that they pay into the cept an offer from you that they pay into the cept an offer from you that they pay into the cept an offer from you that they pay into the cept an offer from you that they pay into the cept an offer from you that they pay into the cept an offer from you that they pay into the cept an offer from you that they pay into the cept an offer from you that they pay into the cept an offer from you that they pay into the cept an offer from you that they board will

accept this proposition. I must see my people again before I can say anything further."

Mr. Gould and Mr. Jonvies then withdrew. The commissioners remained in executive session for some time and announced that they would meet again to-day at 3:30 o'clock p. m.

THE CASES 10 GO TO THE JURY.

INDICTMENTS AGAINST W. E. D. STOKES AND W. R. MARTIN NOT DISMISSED.

Judge Cowing in General Sessions yesterday over ruled the demurrer in the case of W. E. D. Stokes and iam R. Martin. Both are accused of libelling E. S. Stokes. George H. Adams is counsel for W. E. D. Stokes, and ex-Mayor A. Oakey Hall for Martin. Ex Mayor Hall contended that because E. S. Stokes had erved a term in State's prison, he could not be complainant in a charge of libel. Judge Cowing said on this point :

"Without passing upon the regularity of the de fendant Martin's demurrer, I am of the opinion that his objections to the indictment are not tenable. section 714 of the Penal Code expressly provides that a person convicted of a felony is no longer, as at cmmon law, rendered incompetent to testify as a petent witness in any case or proceeding, civil or criminal, leaving his conviction to be proven against him to affect his credibility only. This express provision of law makes it unnecessary for me to refer to the competency as a witness. A criminal libel is a sullen mood. He was missed from his place of prosecuted in the name of the people not for the duty in the shop after the men returned to work purpose of redressing an injury done to an individual, but is so prosecuted and punished as a crime for the reason that it tends to provoke animosity and violence and to disturb the public peace and repose, and cer-tainly it will not be for a moment contended that threatened danger to the public peace is not as great when the person libelled is a bad man as when he is a good man.

tain satisfaction for an injury to his reputation caused by the publication of a libel, the bad reputation of the complainant becomes material as affecting the measure of damages, while in a criminal action, brought in the name of the People, the individual libelled, so far as per-onal refress and satisfaction are considered. concerned, is not considered."
In regard to the arguments that the letter was a privileged communication, Judge Cowing said that a trial jury ought to decide that point.

THE IDLE FLEET OF WARSHIPS.

DEPARTURE OF THE V' SUVIUS TO-DAY FOR CAPE

The warships rode idly at anchor in the Hudson River yesteriay. It was a day of quiet aboard the ships. The Vesuvius finished her preparations for sailing, and by noon to day will be under way up the Sound, bound for Cape Ann. The Philadelphia and the Newark had their usual number of visitors, and for a time in the afternoon the Russian flagship Dimitri Donskoi was made lively by the ship's band. their courteous smile and their fascinating English, have quite won the hearts of the New-York girls Dorkol, and there is always just a possibility of

in its honor the Russian men-of-war will be decorated in the daytime and illuminated in the evening. nize the occasion in one way or another. The General Admiral, the black and white Russian which left the was detained at Quarantine until yesterday morning

forward to to-morrow afternoon with delight. A number of young women in New-York are also looking forward to the same time with even a greater degree of pleasure. There will be a dance on the ship. The young women invited are schoolgirls for the most part. John D. Crimmins is to bring one of the officers of the Philadelphia.

officers of the Philadelphia.

Captain Pridgman, of the Philadelphia, has had no word emersing the Visit of the ships to Annapolis. Admiral Gheraid is still ashore.

The caravels float as usual off Ninety-sixth-st., and it costs only 50 cents to visit them.

The thallan cruiser Glovanni Bausan arrived at the Navy Yard vesterday morning, and this morning she is to be put into the dividock to have her bottom cleaned and painted. She was docked for the same purpose in the Navy Yard about six months ago.

The annual meeting of the Presbyterian Union took was decided that the Executive Committee formulate an amendment to the Articles of Government by which members of other churches than the Pre-byterian Church, belonging to the Alliance of the Reformed churches holding the Presbyterian system, be admitted to associate membership in the union.

The following officers were elected: President, Scott Foster; vice-presidents, Logan C. Murray, the Rev. Dr. G. L. Shearer, the Rev. Dr. W. C. Roberts, J. Cleveland Cady, the Rev. Dr. John Balcom Shaw, William N. Crane, and the Rev. Dr. William C. Siitt secretary, Federick A. Booth, and treasurer, Andrew Mills. The financial report showed that there was a good beliance on hand.

THE SENTENCE OF DR. BUCHANAN.

The sentence of Dr. Robert W. Buchanan, convicted of possoning his wife, has been postponed until not being ready. Recorder Smyth will fix the date the execution. The case will be called in Part I General Sessions.

A TEMPORARY WHARF AT THE BATTERY.

Mayor Gliroy, Park Commissioners Dana and Tappen, and Dock Commissioners Cram and Phelan, held consultation in the Mayor's office yesterday and decided upon the erection of a temporary wharf at the Battery. Park Commissioner Dana and Dock Commissioner Cram were appointed a committee to select the exact situation. The wharf will be used by the Knickerbecker Excursion steamers. This line has been using the old Castle Garden Wharf, which is to be removed so that the sea wall and the wall of the old fort may be repaired.

Captain R. H. Flizhigh, of Lexington, Ky., who has devoted bluself to work in the interests of the colored people, is now in this city, to raise funds for the Orphan and Aged Woman's Home (colored) of Lexington, Ky. He belongs to the well-known Virginia family of that name; and it is an interest ing circumstance that his father was, in his day, a potable pro-slavery advocate, having written a nun ber of books to prove the divine sanction of slavery. Captain Fitzbugh has the indorsement of such well-known Southern men as Bishob Dudley and W. C. P. Breckhridge, of Kentucky. Those desiring to con-ribute to his work may address him in care of Judge George C. Yeaman, No. 44 Wall-st.

A DISASTER NARROWLY AVERTED.

Chicago, May 15,-One man was instantly killed and more than a hundred passengers were placed in minent peril yesterday morning by a serious col-Burlington and Quincy passenger train at the Western-ave, and West Eighteenth-st. crossing. One of the coaches of the passenger train was thrown from the track and partly demolished, many of the passengers on the inside being slightly injured. George Graham, of No. 1,020 West Elichteenth st., was stand-ing on the rear platferm of the coach at the time and was caught beneath the wreckage and crushed to death. The passenger train was a Western ex-press due in this city at 8:25 p. m. Few of the fusion reigned among them while they were being taken from the demelished conch. That the greater part of the passenger train was not wrecked and a score of lives lost was due only to the slow rate of both trains.

Pittsfield, Mass., May 15.-Mrs. Helen Faulkner was taken to the alaishouse Thursday, being insane Yesterday she became violent and last night was strapped to her bed and left alone. When the room was visited this morning Mrs. Faulkner was found dead. The medical examiner will investigate.

THE LUNATIC FOUGHT IN THE COURTHOUSE.

Philip McDowell, the owner of a barroom known the "Fog Horn" at Twenty-third-st. and Ninthas the Fog Horn at Iwenty-tailest, and Ninth-nve., was brought down to the Superior Court and taken before Judge McAdam yesterday to have pro-ceedings taken to declare him a lunatic. He has been in Bloomingdale Asylum for six weeks, and the pro-

ceedings before Judge McAdam were taken by his brother, James McDowell, of No. 214 Ninth-ave. Philip was brought down in charge of several keepers and seemed to be rational enough when he arrived. He spoke to Judge McAdam and several other persons in the court room. the courtroom with whom he is acquainted. Then he was removed to another room and several witnesses were examined. While this was being done McDowell suddenly jumped up and began to scream and to fight his keepers. He ran out of the room and the keepers had a hard time to capture him again. The jury before Judge McAdam found him insane.

A YOUNG BOY TAKES HIS OWN LIFE.

NDREW KELLER, TIRED OF WORK, HANGS HIM-

SELF IN AN ELEVATOR SHAFT. Andrew Keller, a boy fifteen years old, com suicide yesterday in the woodturning shop of W. A. Hummer & Co., on the fifth floor of the building lately. His mother dled several years ago. lived with his father in the tenement-house No. 608 East Sixteenth-st. It was said yesterday that he had been fond of playing with other boys along the East River docks. He did not like the work in the woodturning shop, where his father also was emfaduce his father to let him stop working there. His dissatisfaction with the place was increased by injuries which he received on account of his own carelessness, it was reported. He ate dinner with duty in the shop after the men returned to work there, and at 2 p. m. his body was found hanging in the shaft of the freight elevator at the fifth floor is a fifty-pound weight. The boy apparently had lifted is a lifty-pound weight. The boy apparently had lifted the weight by pulling the rope up far enough to make a loop in it large enough to let his head pass through. When the loop was around his neck he had dropped the rope. The weight at the bottom of the rope must have pulled the loop tightly around his neck, and he must have been strangled in a few moments. His body was removed from the shaft with some difficulty, and was claimed by the boy's father.

FIGHTING THE STATEN ISLAND "BOSS."

STRONG OPPOSITION TO AN ATTEMPT TO RE

MOVE COUNTY ENGINEER BACOT. The people of Staten Island were aroused yester day by the circulation of rumors regarding the alleged intention of the Board of supervisors to dismiss William S. Bacot, the county engineer. Mr. Bacot's attempts to remove him have hitherto faile disastrously that little credence was at first given to the rumors. It is now known, however, that such an attempt will certainly be made to-day unless sufficient public sentiment can be aroused to prevent it. The proposed action is necessary to of every important department of the public business powerful and unscrupulous political machine, and the people are just beginning to feel the baneful effects of its existence. A few years ago he ran for the State Senate as a candidate of the labor party, and was beaten by Michael C. Murphy. He then went to machine there. In 1889 he forced the nomination of Thomas Fitzgerald as District-Attorney. In 1891 he nominated his son for Sheriff, and after a bitter contest he was declared elected, although the be lief is general that this plurality was obtained by fraud. Since then the power of Muller's machine has been felt in every direction. One board only was for a time beyond his power-the Board of Supervisors. In 1890 that board appointed William S. Bacot county engineer againsts Muller's express wishes. Since then he has steadily plotted to secure

Mr. Bacot's dismissal. A week ago the National League for Good Roade, of which Senator Manderson, of Nebraska, is president, and General Roy Stone, of this city, is secretary, requested the Board of Supervisors of Richmond County to give Mr. Bacot leave of absence for a week in orde Permission was granted, Mr. Bacot went to removal during his absence. The news of the pro-posed removal of Mr. Eacot leaked out yesterday on the Island, and has occisioned the greatest indignation. Meetings were held last evening and arrangements were sentation of the best citi sens on hand at the meeting to-day to protest against the proposed action of the board. The people look upon the scheme as a blow at the system of road improvements which has been so successfully carried out taider Mr. Isacot's directions.

## MRS. GOUGAR'S TWO LIBEL SUITS.

Boston, May 15.-The two libel suits of Mrs. Helen A. Gougar, president of the Women's suffrage Associa-tion of Indiana, one against Congressman Elijah A. Morse, the other against N. A. Mowton, an editor of Attleborough, were formally entered in the United States Circuit Court to-day. The grounds of the actions are set out to be statements made by the Congressman while on the stump during the last National Campaign, and which were it is said, published in Mowton's paper. The plaintiff sues the Congressman for \$25,000 and the editor for \$10,000.

A FATAL DEFECT IN THE MACHINERY.

Calumet, Mich., May 15.-The relief party of eighty men who went down through an inclined shaft over n mile away and connected with the Red Jacket shaft by a long drift or tunnel returned to the surface early this morning. They gathered up the fragments of the bodies of the unfortunate men who were pre-cipitated to the bottom of the shaft yesterday. The cause of the accident was defective machinery, the direct fault being with the finger on the indicator which shows the engineer the position of the bucket in the shaft. It had slipped, and the engineer thought he had several hundred feet further to holst. The coroner is holding an inquest.

TO FILL A VACANT PULPIT IN HARTFORD.

Hartford, Conn., May 15.-The Rev. Francis M. Hungate, of Rochester, N. Y., has been engaged by the South Baptist Church, the largest Baptist church in this city, to fill the pulpit recently vacated by the Rev. M. Kittredge Wheeler, who has gone to Chicago, Mr. Hungate is a recent graduate of the Rochester Baptist Seminary. The engagement is conditional for three months.

A YALE STUDENT FORFEITS HIS BOND.

New-Haven, Conn., May 15.-The case of Frederick Warehouser, of Yale University, who was arrested December 3, last, for participating in the trouble a the New-Haven Opera House, came up in the Com-ficen Pleas Court to-day. Warehou-er did not app ar, and the bond of \$200 was called and forfeited. Warehouse was accused of throwing a dynamite torpedo that nearly caused one of the musicians to lose an eye.

PART OF THE DICKINSON ESTATE SOLD.

An important sale of real estate was made James L. Wells, at the Trinity Salesroom, No. 111 Broadway, yesterday. He sold 172 lots be longing to the Blekinson estate, at Kingsbridge Heights. The property lies opposite the site of Fort Independence, now known as the Glies estate. It is intersected by Sedgwick, Elwood and Graham aves., Lasher-st, and Ely Place. The attendance at the sale was large, but the bidding was slow. Lots were sold at prices ranging between \$620 and \$1.350 each. About sixty-six lots found purchasers. The others were withdrawn, as the offers were not considered

A RUNAWAY HORSE BADLY INJURES TWO MEN. As Edward File, of No. 801 Slath-st., was riding in a light wagon in First-ave., near Seventh-st., yes-terday, his horse took fright at an elevated train and became unmanageable. Thomas Dwyer and Ower were knocked down by the runaway horse and hurt severely. Both men were sent to Belleyue Hospital The wagon was upset, as the horse fell when he knocked the laborers down, and File was thrown out. He escaped with slight bruises.

Boston, Mass., May 15 .- six hundred and eightyfive immigrants were detained on board of the steam ship Scythia to-day for having fuled to comply with the new Immigration law, which went into effect on May 3. This is the first foreign steamer that has customhouse officials have telegraphed to Washington for instructions. The Canard Company have violated the law by not making out a correct list or giving satisfactory answers on the manifest.

WALL STREET QUIET AGAIN.

A DULL AND IRREGULAR MARKET,

CONFLICTING INFLUENCES PREVENT DECIDED

MOVEMENT-GOLD SHIPMENTS TALKED OF. Wall Street was ruled yesterday by conflicting innences which so nearly balanced each other that the average of prices at the Stock Exchange was not many stocks remained weak and depressed, others, good advances over Saturday's figures. On the bear" side the general uncertainty and anxiety growing out of the Administration's lack of financial policy were augmented by rumors of large gold shipments to-morrow and the reports of further bank troubles in the West. To these influences was added the depression in the London market caused by the two Australian failures, which resulted in heavy sell-ing of American securities. On the "buil" side the arguments were defived from an increase of \$60,000 ported from Washington to be once more intact-for the first time since April 25. The exact figures given

were \$100,824,425, exclusive of yesterday's gains. pointment of a reorganization committee for the Na-tional Cordage Company, and the assertion that the which is about completed, would make a favorable showing. Under these influences Cordage common stock advanced from 10 1-2 to 16@15 5-8, a net gain of 4.7-8 per cent, and Cordage preferred climbed to
40, with a gain of 0 per cent. The principal gains
made in railroad shares were scored by the coal roads,
led by the Delaware Lackawanna and Western, which what are commonly known as "international stocks," like Louisville and Nashville, which declined 1 3-4 per cent, and Union Pacific, which lost 7-s per cent. The total sales of stocks were 303,195 shares.

H. B. Hellins & Co. had nothing to say yesterday

regarding their proposed presecution of the men re-sponsible for the circulation on Saturday of the report that the firm had failed. The matter has been pisced in the hands of District-Attorney Nicoli, who s now considering the advisability of laying the affair before the Grand Jury. This report on Saturday was responsible for much of the market's weakness strength in the situation yesterday.

Although it is expected that a large amount of gold will be experted to morrow, none was engaged at the Sub-Treasury yesterday. Of the \$559,000 taken in, \$260,000 came from cut-of town banks, and a large proportion of that deposited by city banks represented a return of the gold recently sent to Canada. Nearly \$1,000,000 of this has now come back.

Little rervousness was felt among bankers over Little recyolishess was left among onnaers over the Western fathares, nor was it believed that the troubles of the Northwestern Guaranty Loan Com-jany would seriously affect the Minneapolis banks, which are said by men familiar with their affairs to be well managed by careful and conservative men.

NATIONAL CORDAGE AFFAIRS

ting of those interested in the affairs of the ing for several hours. The result was the appointwith Cordage paper on their hands. This committee consists of George C. Magoun, of Baring, Magoun & Co.; Fraest Thalmann, of Ladenburg, Thalmann & They were asked to report as soon as possible with

pany was almost complete, so far as the subsidiary ompanies were concerned. This preliminary report, Mr. Magona afterward declared, showed assets largely were given out. The statement of the receivers will probably not be made public for several days.

The assets of the company were placed by rep in Wall Street at \$10,000,000, but officials at the Frontst, office declined to say whether the report was accurate. "The assets exceed the liabilities," was the statement reiterated to a Tribune reporter. "Everything is in the bands of the receivers, and, as we have said all along, the outlock is good."

A rumor was in circulation vesterday in Wall Street that Henry Allen & Co., the first firm to go under on account of the "slump" in National Cortage, was paying off creditors at the rate of 35 cents bers of the firm, who declared that they had not settled with a single creditor, and they did not know when they would set le or when the statement of in-debt-dness would be made public.

A WARRANT FOR JOHN L. SCLLIVAN.

THE EX-CHAMPION BRUTE ASSAULTED A LAW YER ON A TRAIN IN MAINE.

Biddeford, Me., May 15.-A warrant for assau and battery was issued from the Biddeford court this morning, and given to a deputy-sheriff to serve on John L. Sullivan, who is in Bangor to-day, and will he in Portland to-morrow. The assault was com-mitted on the Pullman train, last night, on which United States war vessel completed up to the present Sallivan and a lawyer, Max L. Lizotte, of this city, ume. were passengers. Lizotte reaches in front of the exhampion to shake hands with John Sheehan, a men er of the Sullivan party, with whom Lizotte is a quainted. As he did so, Sullivan gave him a kick in the groin which sent the lawyer across the car. Lizotte is a powerful man, though he has only one arm, and he rallied and went at Sullivan, clinching him and turning him over a car seat. They were separated, but were hardly parted before anothe nember of the Sullivan party struck Lizotte in the face, cutting his lips and making his nose bleed Sullivan took advantage of the situation and choked the lawyer, leaving his finger-marks upon his throat. They were finally separated. L'zotte says he shall have Sullivan bound over to the Grand Jury, which goes into session to-morrow. He will be brought here for trial.

A dinner was given last night at Hotel Endicott by the Italians of this city to the officers of the Italian warships Etna, Glovanni Bausan and Dogali, Some of the officers present were Rear-Admiral Magnagh, Commendator C. Battista, Captain Maurizio, Captain Alberto, Commander Augusto, Commander Capitain Alberto, Commander Arturo, Lieutenant Quintino, Lieutenant Alfredo, Lieutenant Emilio, Lieutenant Orsihi Gustavo, Lientenani Castellino Nicolo, Chief Engineer Sapelli Benlamino and Surgeon Salvatore.

Mrs. Charles Loughran gave a recogition last nigh at her home, No. 2 West One-hundred and twenty ninth-st., for Admiral de Libron, of the French Navy and his staff, and to the officers of the French was ships Arethuse and Hussard. Mrs. Loughran was assisted in receiving by Mrs. Richard Croker, Mr. William Penn Carnblos, Mrs. John B. Harrison, Mrs. John Mitchell, Miss Josephine Geoghegan and Mis Agnes Campbell.

A CONSCIENCE FUND CONTRIBUTION.

A young woman, heavily veiled, went into Col lector Hendricks's office at the Custom House yester day morning and, stepping to the desk at which the Collector was working, asked if he was the Collector On receiving an affirmative reply, she put down a scaled envelope, saying as she did so: "This explain everything." Then she hurried away. opening the envelope the Collector found three \$50 bills, with these works on a piece of note paper: "In restitution to the Government."

The letter was not signed. No one knew who she

St. Louis, May 15.-The Rev. Father Thomas E. therman, son of General William T. Sherman, preached last night at the Church of Annunciation on the subject of "Americanism." The subject was general enough to permit of a thorough attack on several secret orders. Fat er Sherman said that liberty meant not only civil but religious liberty, and figared out that religious liberty, at least for Catholies, is rapidly becoming circumscribed in the United States. His first definite filing was made at the Orangemen of Canada and Ireland, whom he pictured as, being untrue to the principles of manhood, their country and religion. He then produced a manual

initiatory service. This service, according to his reading, caused the noviflate to swear allegiance to a constitution, the principal object of which was the suppression of the Jesuits. The service included the use of a Jesuit in a cowl. After reading that one things have been ascribed to and heaped upon my order, but I ask that as a last indignity you do not put a cowl upon our heads," containing, Father sherman denounced all secret sorieties in numeas-ured terms.

J. G. BENNETT AND "THE HERALD."

HE WILL FORM A CORPORATION TO CONTROL THE PAPER AND WILL OWN MOST OF THE STOCK.

One of the results of James Gordon Bennett' of "The New-York Herald" Corporation. Its first symptom was the disappearance on Saturday of Mr. Bennett's name as proprietor from the head of the editorial page of "The Herald." Almost as soon as that paper came from the press he was again on the ocean, bound for Europe. His attorney, John Towns centirm the report of the proposed change, but as seried his inability to give particulars. "It all depends on what word Mr. Bennett sends me." said Mr. Townshend, who has attended to the

law work of the Bennet's for two generations. "He may change his mind. At any rate, I can do nothing toward the actual formation of the corporation until Mr. Bennett decides how it shall be done. He will allows. I cannot say, however, who those share or how the shares will be divided. I am quoted this morning as saying that the capitalization will be \$2,000,000. I did not say so. How am I to say what the value of 'The Herald' is! Some one told me this morning that George W. Childs puts its value at \$5,000,000. I don't know that I should want to give that for it, but the question of the capital stock, like all the o her details, is for the

Mr. Townshend denied that Mr. Rennett's health had anything to do with the formation of a corporation

for the management of "The Herald."
"He has had it in mind for several years," Mr. Townshend, "and this is only the outcome. He is in the best of health, as any one can find out is in the best of health, as any one can find our who cares to try a race with him or a wrestling match. He takes great delight in the detailed man agement of his paper. It is marvellous, but true that Mr. Fennett edits 'The He. \_1' gram a distance of 3,000 miles, is thoroughly familiar with everything that it publishes, and gets the most of it by cabb before it is printed. He has made his will, o course, but men in the best of health do that."

THE NEW INSTITUTE BUILDING.

PLANS NEARLY READY FOR A FINE STRUCTURE IN THIRD-AVE.

Plans have nearly been finished by Romeyn ever, architects, of No. 48 Exchange Place, for lew building of the American Institute. The present wooden structures, at Third-ave, and Sixty-seventh-st. are to be torn down, and a handsome administration and exhibition building will be erected in their places by next spring. The final details of the plans have not yet been decided on. The present buildings were

The general style of the new building is to be Flemish, and the administration department, fronting on Third-ave., will be five stories high. There wil be entrances in Third-ave., Sixty-fifth and Sixty-fourth On the second floor there will be three large assembly halls, for private exhibitions, dinners, etc., with closic rooms, etc. The offices and library of the Institut will be on the third floor, while the fourth and fifth floors will be fitted up as lodge rooms. In the basement there will be a model kitchen. The great exhibition hall will be 304 by 200 feet, and back of that, separated by a heavy brick wall, will be a hall devoted to the exhibition of machinery, 157 by 200 feet. These halls will be covered with a glass and steel roof.

In all there will be eight entrances, besides six fire exits. The front of the building will be of mottled Flemish brick, with antique trimmings in terra-cotta and wrought iron. The annual fair next fail will be postponed or held in some other place.

THE TRIAL OF THE CRUISER NEW-YORK. SHE WILL START FOR CAPE ANN TO-DAY OR

The new 8,150-ton armored truiser New-York, a wider field of usefulness than any other vessel yet or to-morrow to go to the vicinity of Cape Ann, Mass., for her official steam trial, which will take place the latter part of this week or on Monday. The couple of days. The Board is composed of the following officers: Rear-Admiral George E. Belknap, Jon manders P. H. Cooper and C. F. Goodrich, Chief Engineers J. W. Thompson, Isaac R. McNary and J. H. Chasmar; Naval Constructors J. Feaster and J. J. Woodward; Lieutenant-Commander J. N. Hemphill, Lieutenants T. C. McLean, Kossuth Niles, L. L. Reamey and Henry McCrea, and Ensigns W. W. Buch anan and T. Washington. A number of officers of the Engineer Corps will also be detailed to act as experts in taking data. The trial will be the most interesting and important one that has ever been

"An average speed of twenty knots per hour, maintained successfully for four consecutive hours," 14 what the contractors have guaranteed, and the report of the Board must show "whether the vessel is suffi ciently strong to carry the armament, equipment, coal, stores and machinery indicated in the plans whether the hull, fittings and machinery, including engines, boilers and appartenances of the vessel, are strong and well built and in strict conformity with he contract drawings plans and specifications, After the examination of the vessel in Boston Harbor, which is only thirty-one miles from Cape Ann, and after the vessel has been weighted to a mean draught of twenty-four feet, the Board will proceed in her to

of twenty-four feet, the Board will proceed in her to the place where the forty-mile course is to be laid, in a northeasterly direction to a point opposite the coast of Maine. The Bennington and Vesuvius and the Navy tugs Leyden, Fortune and Nina have been placed at the disposal of the Board, and they will be anchored along the course, where the water is from 200 to 300 feet deep, to take tidal observations. Hoovs will be anchored at each end of the course by the lighthouse-keepers.

The vessel will be run twice over the measured course designated; or, should the contractors be dissatisfied with the results obtained, a second series of runs may be made at their request, and they will be privileged to select any two consecutive runs in opposite directions made on any one day as the official trial of the vessel, provided the required conditions are compiled with. The beginning of the four hours' run will be so timed as to equalize the effect of the tide for the runs in both directions. The Board will, for the further information of the Department, make a series of runs over a mile course for the purpose of standardizing the screws—to determine the number of revolutions of the screws—to determine the number of the defect of the number of the defect of the number of the number of the num

THE HUSBAND GETS THE FACE OF THE POLICY.

A jury before Judge Giegerich, in the Court of on Fleas, yesterday brought in a verdict for 85,000 in favor of Charles Gyllenhammer against the Home Benefit Association, on an insurance policy on the life of Gyllenhammer's wife. The jury was out nly a few minutes, when they brought in a verdict for the full amount claimed, with interest. The deendants alleged that Mrs. Gyllenhammer had resigned from the society and had expressed a wish signed from the society and mad expressed a wisa that her husband should receive none of the money. His character was attacked also. Evidence was in-troduced yesterday showing that Mrs. Gyllenhammer was insane and that she had hallucinations that her husband was trying to injure her.

The annual election of officers and standing con mittees of the New-York Board of Fire Underwriters was held yesterday. The regular ticket was elected as

President, E. R. Kennedy; vice-president, John H. Washburn; secretary, William DeL. Boughton; assistant secretary, Thomas J. Gaines; treasurer, Lindley Murray, Jr. Committee on Finance, F. O. Affeld, M. S. Driggs.

sistant secretary, Thomas J. Gaines; treasurer, Lindley Murray, Jr.
Committee on Finance, F. O. Affeld, M. S. Driggs, Henry E. Bowers, Henry W. Eaton, John M. Whiton, T. Y. Brown, Hugo Schamann.
On Fire Patrol, Benjamin G. Ackerman, William B. Ogden, David Adec, George T. Patterson, Mason A. Stone, J. Jay Nestell, George B. Rhoades.
On Laws and Legislation, J. Beavan, J. M. Hare, George R. Crawford, W. E. Hutchins, Charles Sewall, J. S. Eadie, J. R. McCay.
On Surveys, George W. Babb, Jr., James M. Hodges, E. F. Beddall, A. D. Irving, E. Lockwood, J. C. Hatie, C. C. Little.
On Police and Origin of Fires, James A. Alexander, F. C. Moore, W. S. Banta, Frank M. Parker, Frank T. Stfhson, E. Litchfield, Charles E. Shade.

MURDER AND SUICIDE.

A DOUBLE CRIME IN BROADWAY.

A DISCHARGED WORKMAN KILLS HIS FOREMAN AND THEN HIMSELF.

Two pistol shots in front of the Tremont House, in Broadway, between Bleecker and Third sts., startled a number of persons at 7:30 a. m. vesterday, and two Germans of middle age were seen to fall on the sizewalk. One of the men had a smoking revolver his right hand and a scrap of paper in his left hand. He had shot his companion in the back of the neck, killing him instantly. Then he had shot himself in the head and had fallen senseless beside the body of his victim. Elood flowed on the side-walk as a crowd gathered about the bodies of the two men. Some of the witnesses of the tragedy said they had heard the two Germans quarrelling as they were walking together down Broadway, and had heard the one with the pistol make a threat of murder. The other German, who walked with Then the revolver was drawn, and the two shots were fired quickly. A policeman examined the man who had used it with such deadly effect, and saw moned to carry the man to the hospital. The some writing on it. There was a line in German at the top which was translated: "Grasp my hand

for eternal union." Below was the foll "As I have been in business for thirty years and no man was coward enough to discharge me but you, villain, trying to gain sympathy by turning on me, you shall pay it with your life, Mr. Gebhardt,

"AUGUST WANNER, the executioner." On the other side of the paper was written:'
"I hereby certify that ——, my friend, shall look that I be cremated and that my head be opened."

the convicted.

The name of the friend had been cut out with a penknife. It was evident that the murder and suicide had been planned deliberately. The body of the murdered man was carried to the Mercer-st. police murdered man was carried to the Mercer-st. police station and was identified as that of Henry Gebhardt, forty years old, who had lived with his wife, son and four daughters at No. 7 Clinton Piace, and had been foreman in the fur shop of S. F. Helstein & Co., at No. 589 Broadway. His son, who worked in the shop, claimed the body at the station. Wanner was carried to St. Vincent's Hospital, where he died within an hour. He had been discharged from employment at the shop on saturday. He was a married man, and had lived with his wife and children on

Jersey City Heights.

Mr. Helstein said yesterday that Wanner had been employed in the shop for a number of years. Wanner was known there as a "nailer," his work being the nailing of fur on strips of wood. He carned \$17 a week. Gebhardt was the foreman of the shop and carned \$60 a week. Gebhardt's son worket in the samed \$30 a week. Gennard's 300 worker in the shop as a nailer and occasionally quarrelled with Wanner. They had a quarrel on Friday and Wanner made a complaint to the foreman, who said his son was in the right. Wanner was in a sullen mood on Saturday and Gebhardt discharged him.

Saturday and Gebhardt discharged him. Wanner talked to Mr. Helstein, but got no satisfaction. He packed up his tools and went away. Yesterday, morning he lay in wait for Gebhardi as the foreman was on his way from his hone to the shop, and they walked down Brandway together a short distance before the shots were fired.

Wanner was a good workman, but was of a sulien temperament and inclined to be quarrelsome. He was a socialist, it was said. He took his family for an outing on Sunday, and his wife and children had no intimation that he was meditating murder and suicide.

Gebhardt was a frugal man, quiet and industrious. He formerly kept a small fur shop at No. 51 Bleeckerst., and lived with his family in the same house.

ADVANCE GUARD OF THE COMMITTEE.

EX-CONGRESSMAN DUNN APPEARS AT THE CUSTOM HOUSE.

rather tall man wearing a black frock-coat walked into the Custom House early yesterday, and marched into the Collector's room with the manner of a man who expected every one in the building to crouch before him. Collector Hendricks was in his private office as the stranger marched up to the desk and hemmed to attract the Collector's attention.

Mr. Hendricks, then was reading some official correspondence. When he reached a point in the correspondence where he could look up, he did so. The

stranger announced himself as follows: man Dunn, and I have co as a member of the commission that is going to investigate the Custom House."

"Yes; I have seen it so stated in the newspape the Collector replied. "Here are my credentials," added ex-Congressman Dunn, as he began to fumble in his coat pockets.

"Oh! you needn't mind. I'll take your word for it," said the Collector. Peindexter Dunn then sat down in one of the easy chairs in the office, and tried to look as if he felt at home. He remained in the Collector's office a few minutes only, and then asked to be shown to tue Deputy Collector's room. He sat there for a time

reading his mail. To a reporter he said:
"I heard on the way here that Mr. Fairchild had not consented to serve. I do not know who will take his place, but I understand that the Secretary of the Treasury will appoint his successor as soon as possible. I do not know where Mr. Magone is. I learn that he lives in Ogdensburg, but the last heard. from him was from Troy. I do not know when the investigation will begin, but I suppose it will begin

"Are you in favor of an open investigation!" he "Yes: I am." he replied, with emphasis; but he

added: "I do not know whether it will be an open

one or not."

Before going to the Custom House ex-Congressman Dunn called at Mr. Fairchild's office to get from the certain documents that had been sent on from the Treasury Department in Washington as guides to the investigation. He could not get them. Mr. Fairchild was in Caze-novia, and had locked the documents in his safe.

IT WAS NOT THE BANK PRESIDENT.

"I am not dead. J. Edward Simmons." These words appeared on a piece of cardboard which hung near J. Edward Simmons's desk in the Fourth National Bank yesterday afternoon. Mr. Simmons put up these words for self-protection. The notice of the sudden death of a J. E. Simmons from pneu-monia appeared in a morning paper yesterday, and

CHIEF ENGINEER MAGEE MAY BE RETIRED. Chief Engineer George W. Magee, of the monitor Miantonomoh, was ordered to go before the Retiring Eoard yesterday as a candidate for retirement from active service in the Navy. His months of ill health, and now his being called before the Retiring Board, come as the result of an accident that happened last

way from the Navy Yard to the Lower Bay to take part in the Columbus naval parade, Chief Engineer Marce and Paymaster J. Q. Barten were leaning against the wire guard rope on deck when it gave way and both of them fell overboard. Paymaster Barton caught the rope as he fell, and was assisted on board by one of the officers and one of the crew. But Chief Engineer Magee was swept a long distance away, and as he was a man of large proportions and the water was cold, he feared that his limbs would be benumbed and he would become exhausted if he attempted to swim, and so he turned on his back and floated until picked up by the life-boat. Most of the time since then he has been in the hospital.

Faymaster Barton is now in the hospital, and it is feared that he, too, will have to go on the retired list.

Toledo, Ohio, May 15.—This morning in the United States Court, Chief Arthur, of the brotherhood of Locomotive Engineers, filed his answer to the Ann Arbor case for damages. Mr. Arthur acknowledges that the Ann Arbor is a railroad company, also that it is a common camer and admits lots of other things that have little, if any, bearing on the case. The only things of importance that he does admit is the existence of the boycott rule of the Bratherbood, existence of the boycott rule of the Brotherhood, which is given in full. Mr. Arthur's frankness in acknowledging the rule is supposed to be his duty; that his attorneys have found out that the rule pertains to the brotherhood and not to Mr. Arthur. The answer says that of the injunctions of the court memioned in the petition he knows nothing, as he was not served. Each and every allegation in the petition is denied, and Mr. Arthur asks that it be dismissed with costs.